VT-9
FCLP BRIEF

JOKE!!

MOTHERHOOD

LSO-STUDENT RELATIONSHIP

PERSONAL PROBLEMS

EXPECTATIONS

- BE ON TIME!!
- HAVE FUN!!

ADMIN

ASSIGNMENT OF QUAL NUMBERS

LSO’s

- LSO ASSIGNMENT

CLASS LEADER / RESPONSIBILITIES

BIG PICTURE

BOUNCE PLAN

SYLLABUS

- FCLP 1S / EP-09S
- FCLP-2X
  - HUD OFF PASSES
- FCLP-4&6
  - NIGHT BOUNCES
- EXPECT 6-8 PASSES / PERIOD

MAXIMIZING FCLP EXPERIENCE

- PICK YOUR LSO's BRAIN DURING DEBRIEFS
- MAKE EVERY PASS / PERIOD COUNT
  - ADJUST / DON'T MAKE SAME MISTAKES
- RECORD HUD AND REVIEW YOUR TAPE
  (For learning points, not grade discussion!)

FCLP BRIEFS

BE ON TIME!

GAGGLE BRIEF

SET UP A BOARD

- LINEUP, OVERHEAD TIMES, HP/HS PLAN
- BRIEF ITEMS
- EMERGENCIES

MANUP

- WALK TO MAKE YOUR OVERHEAD TIMES!!
  - UNLESS DICTATED OTHERWISE BY LSOs
- ADB’s FROM MAINTENANCE (IF HP/HS at NJW)
- PREFLIGHT
  - START PRACTICING CV PREFLIGHT
- SNAs TAKING VAN TO NJW (IF HP/HS at NJW)
  - DIRECTIONS AVAILABLE IN CQ STAN
  - PICK UP KEYS IN ADMIN
  - BRING YOUR FLIGHT GEAR
  - DON’T SCREW IT AWAY

COURSE RULES TO NJW

- CALLSIGN
- CLEARANCE
  - REQUEST JOE WILLIAMS DEPARTURE
  - RUNWAY HDG TO 2K / RADAR VECTORS
- NAV SETUP
  - NJW RUNWAYS IN THE BRICK
  - COURSE LINE - RWY 13: 134º RWY 31: 314º
- MONITOR BASE FOR CONTINGENCIES

COURSE RULES TO NJW

WX MINS

NJW TACAN APPROACH (IFG)

NJW TOWER BUTTON 9

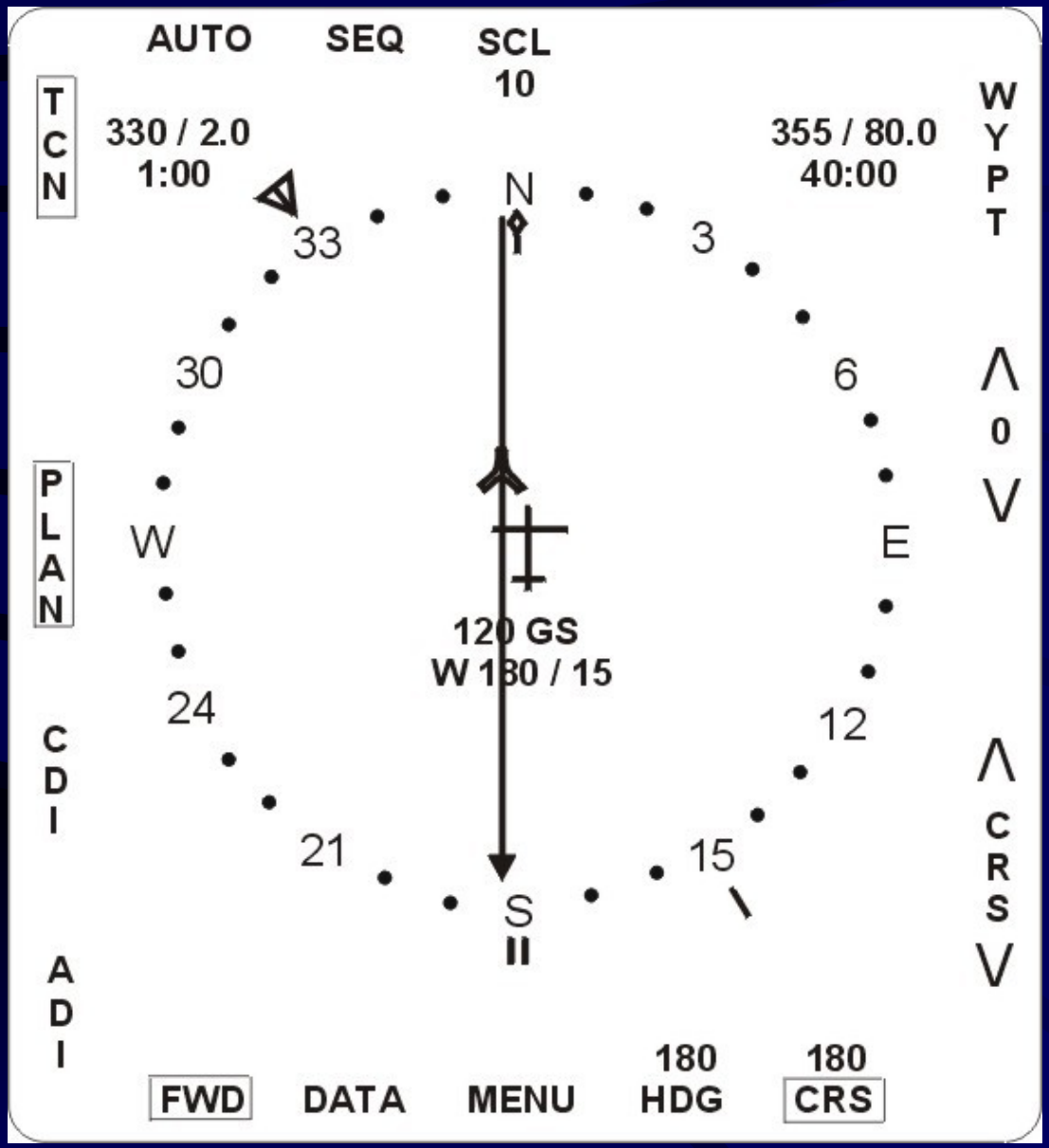
- WAIT ~15 SECS BEFORE CHECKING IN

BREAK

- 300 KTS / 1300’ MSL
- TOWER WILL CALL INTERVAL
- LEVEL BREAK / CHECKING BELLY

LSO NOT ON STATION

- DELTA / ENSURE CORRECT RWY


AUTO
SEQ
SCL
10
TCN
330 / 2.0
1:00
355 / 80.0
40:00
WYPT
N
33
3
30
6
0
PLAN
W
E
120 GS
W 180 / 15
24
12
CDI
21
15
S
CRS
ADI
180
HDG
180
CRS
FWD
DATA
MENU

PATTERN

- 1100’ MSL
- LANDING CHECKS
  - TAXI LIGHT OFF (CHA-CHING)
- WINDS (O/S??, U/S??, Strong??, Weak??)
- HSI SETUP (10NM scale, CRS 134/314)
- TRIM / TRIM / TRIM (O/S well prior to Abeam)
- ABEAM CALL
  - FROM THIS POINT ON YOU ARE UNDER LSO CONTROL
- ABEAM DISTANCE

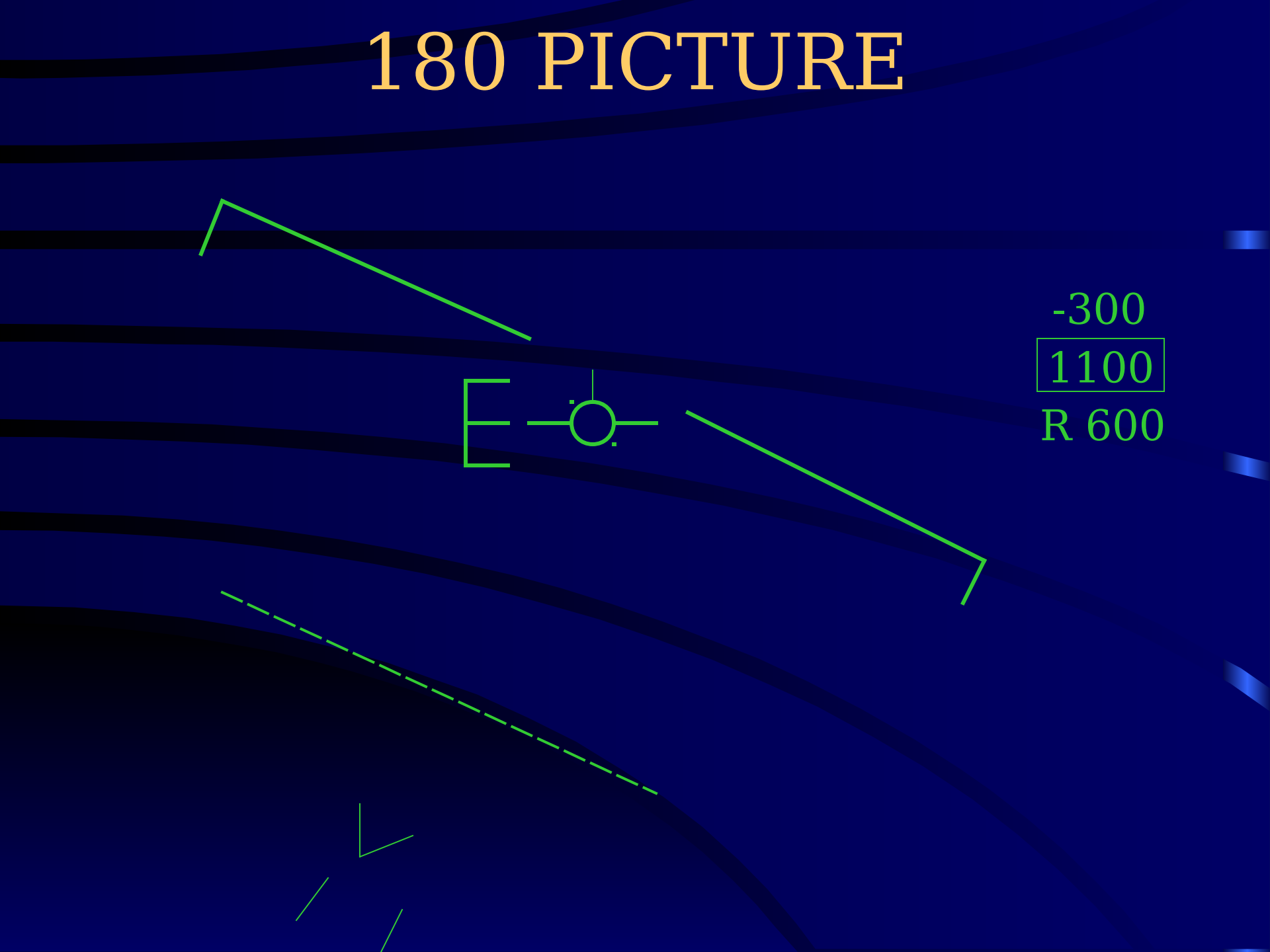
APPROACH TURN

ABEAM TO 180 º
- TIMING vs. GROUND GOUGE
- EFFECT OF WINDS

180 º POSITION
- POWER / PAUSE / TURN
- 300 FPM, ~27º AOB, ON SPEED

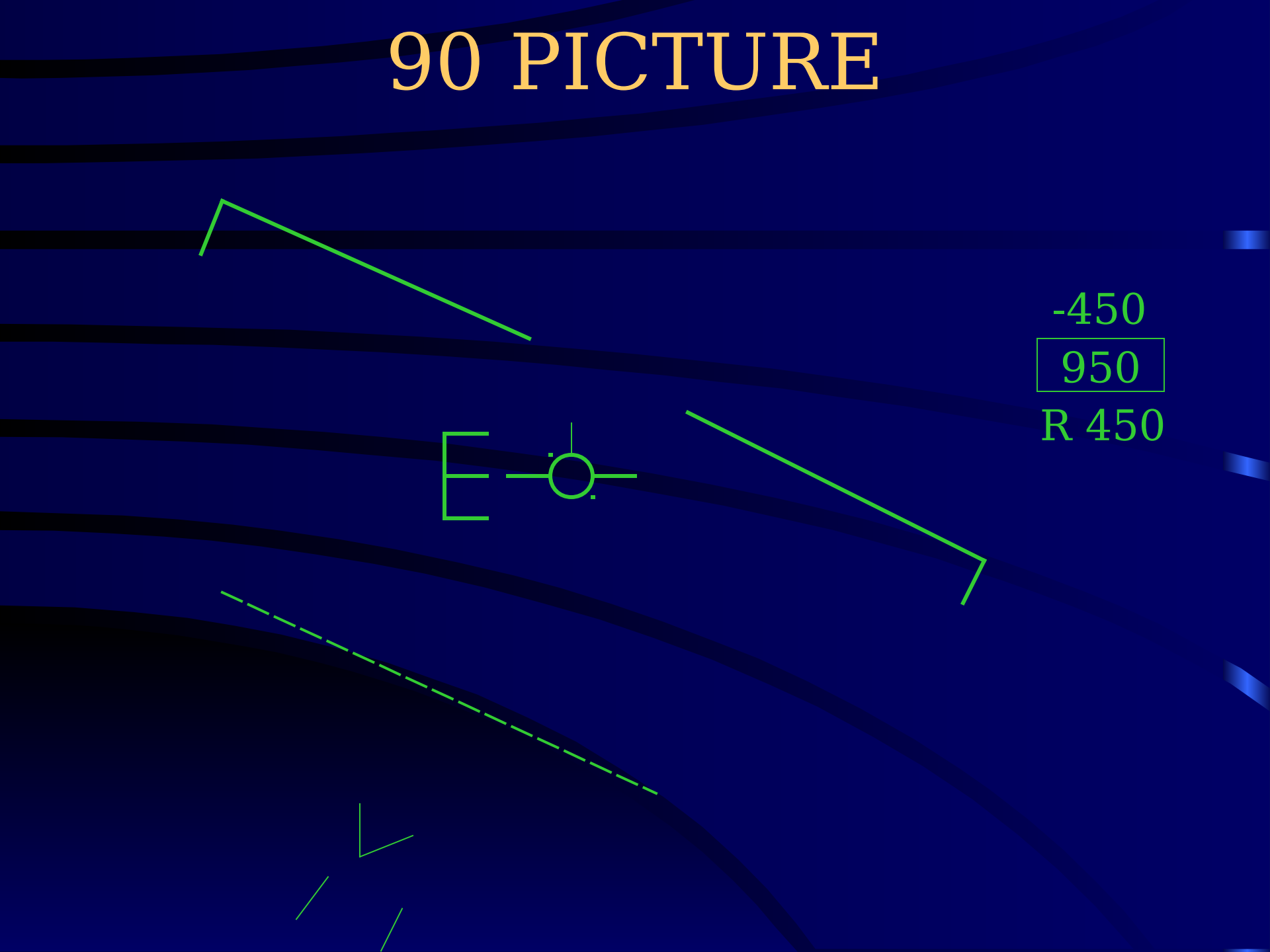
135 º POSITION
- VSI, AOB, AOA / 100% INSTRUMENTS

180 PICTURE

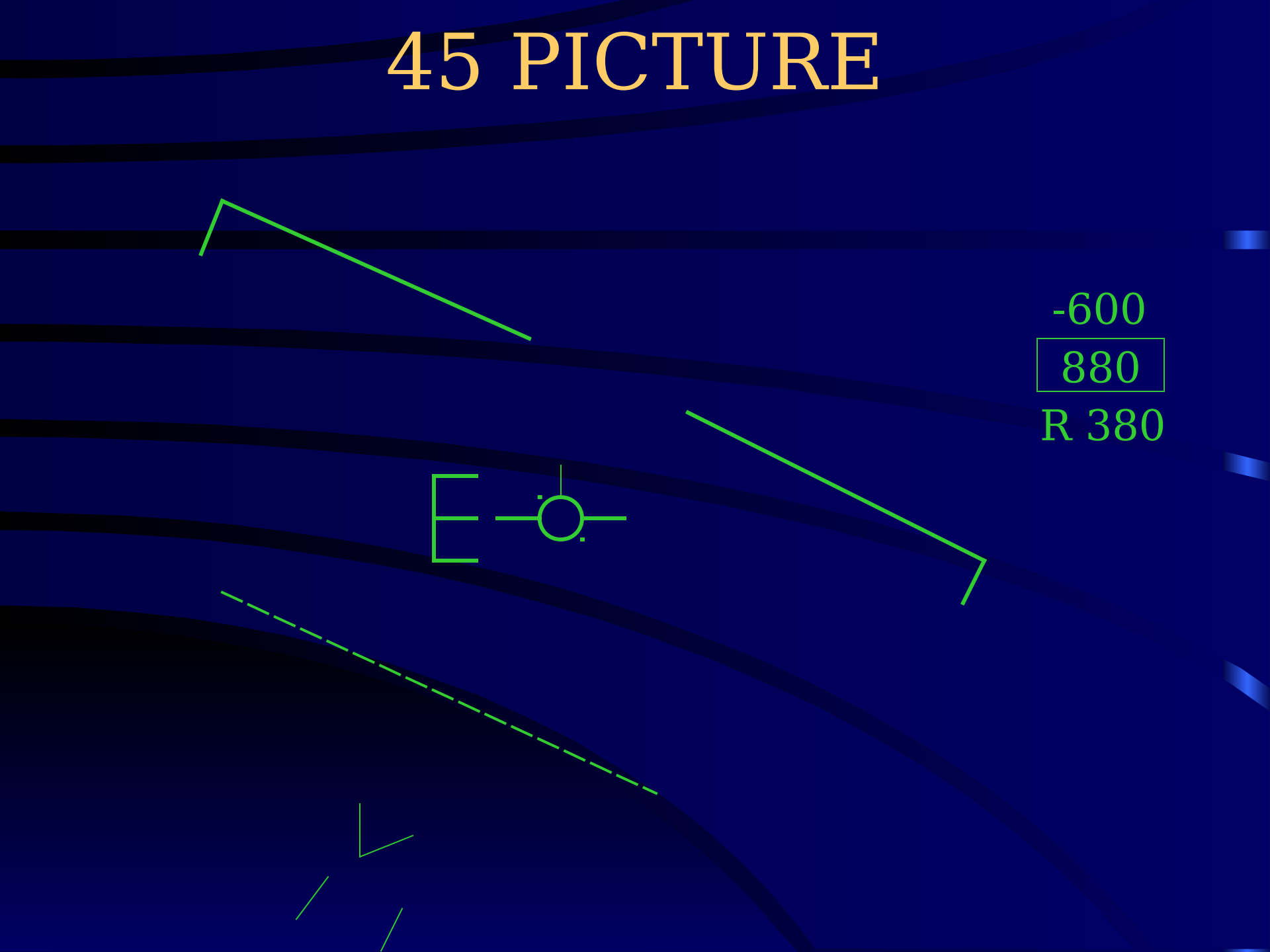


APPROACH TURN

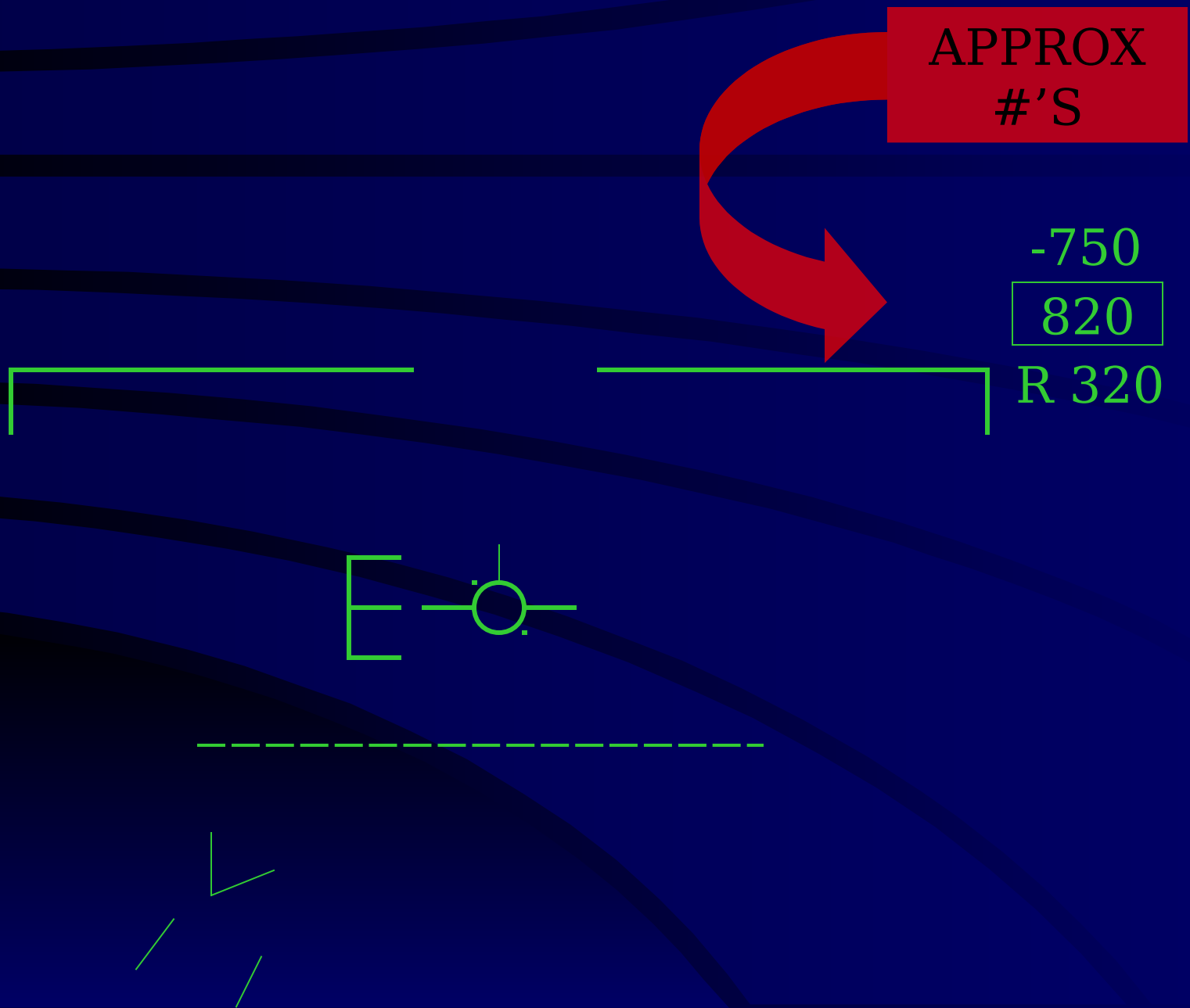
- 90 º POSITION
  - 450’ AGL, BARO: RWY 13 (1000’) / RWY 31 (950’)
  - 500 FPM OR AS NECESSARY, ON SPEED
  - QUICK SCAN OUTSIDE
    - ADJUST AOB AS NECESSARY
  - *ADJUST FOR DEVIATIONS TO GET GOOD START*
- 45 º POSITION
  - 325-375’ AGL, 500 FPM OR AS NECESSARY
  - AOB ADJUST AS NECESSARY / ON SPEED
  - FIELD LENS INFO vs CV LENS INFO


90 PICTURE
-450
950
R 450

45 PICTURE



START



START

BALL CALL

- ACCURATE FUEL STATE
- USE OF CUT / WAVEOFF LIGHTS

CLARA

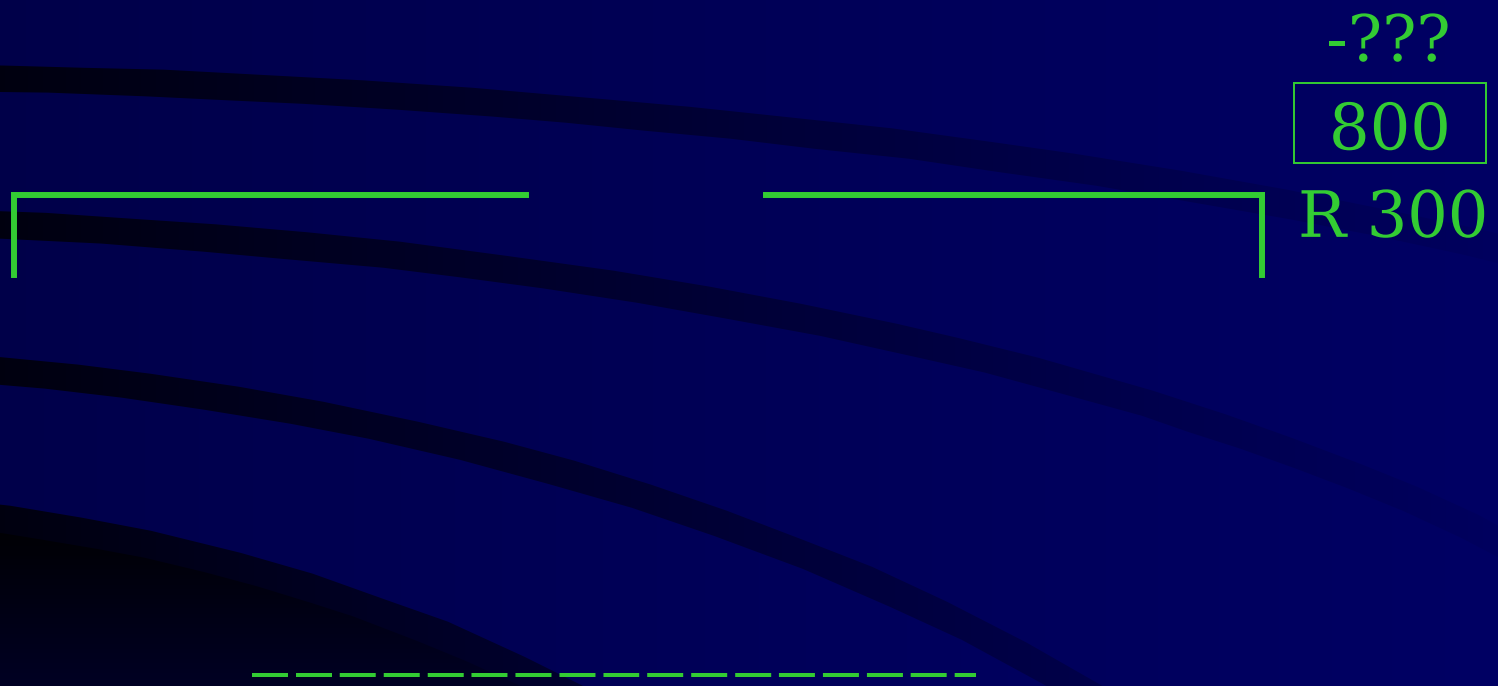
WINGS LEVEL TRANSITION

AGGRESSIVE CORRECTIONS EARLY

IN THE GROOVE

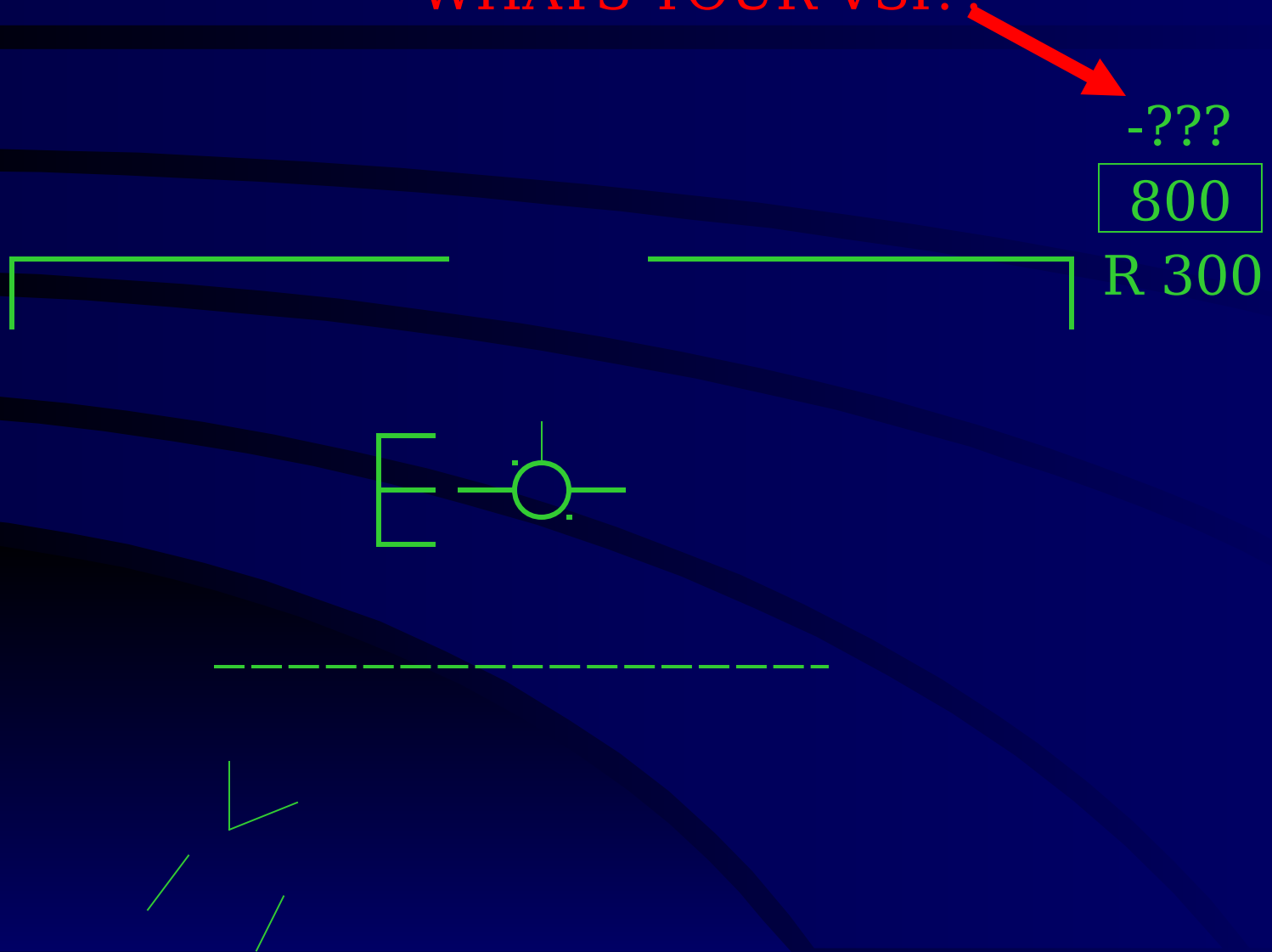
- GLIDESLOPE CONTROL
  - FUNNEL EFFECT
    - MAKE BIG CORRECTIONS EARLY
    - FINE TUNE AS YOU GET CLOSER TO TOUCHDOWN

WHICH IS MORE PRECISE??
VV vs. VSI

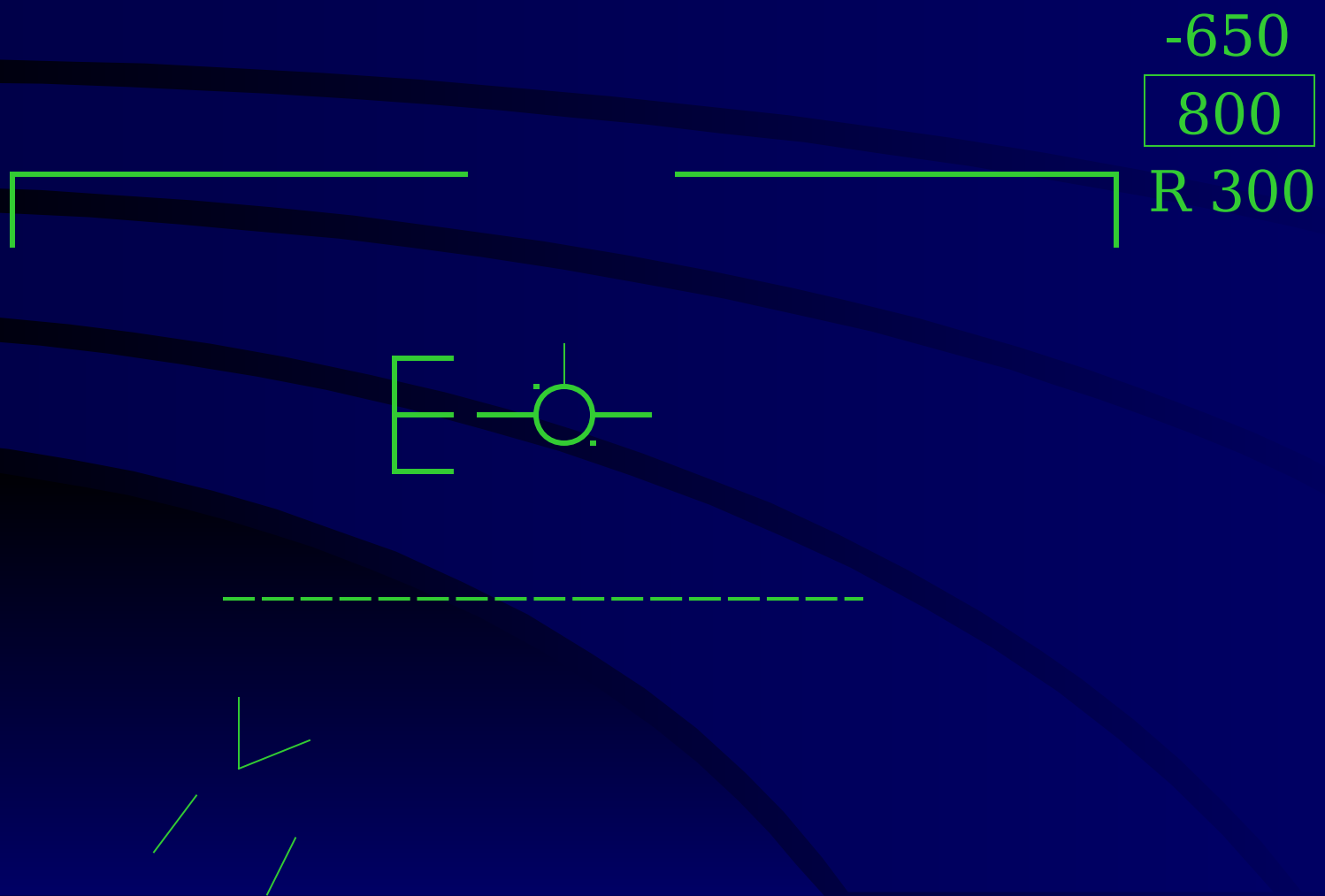


VV vs VSI

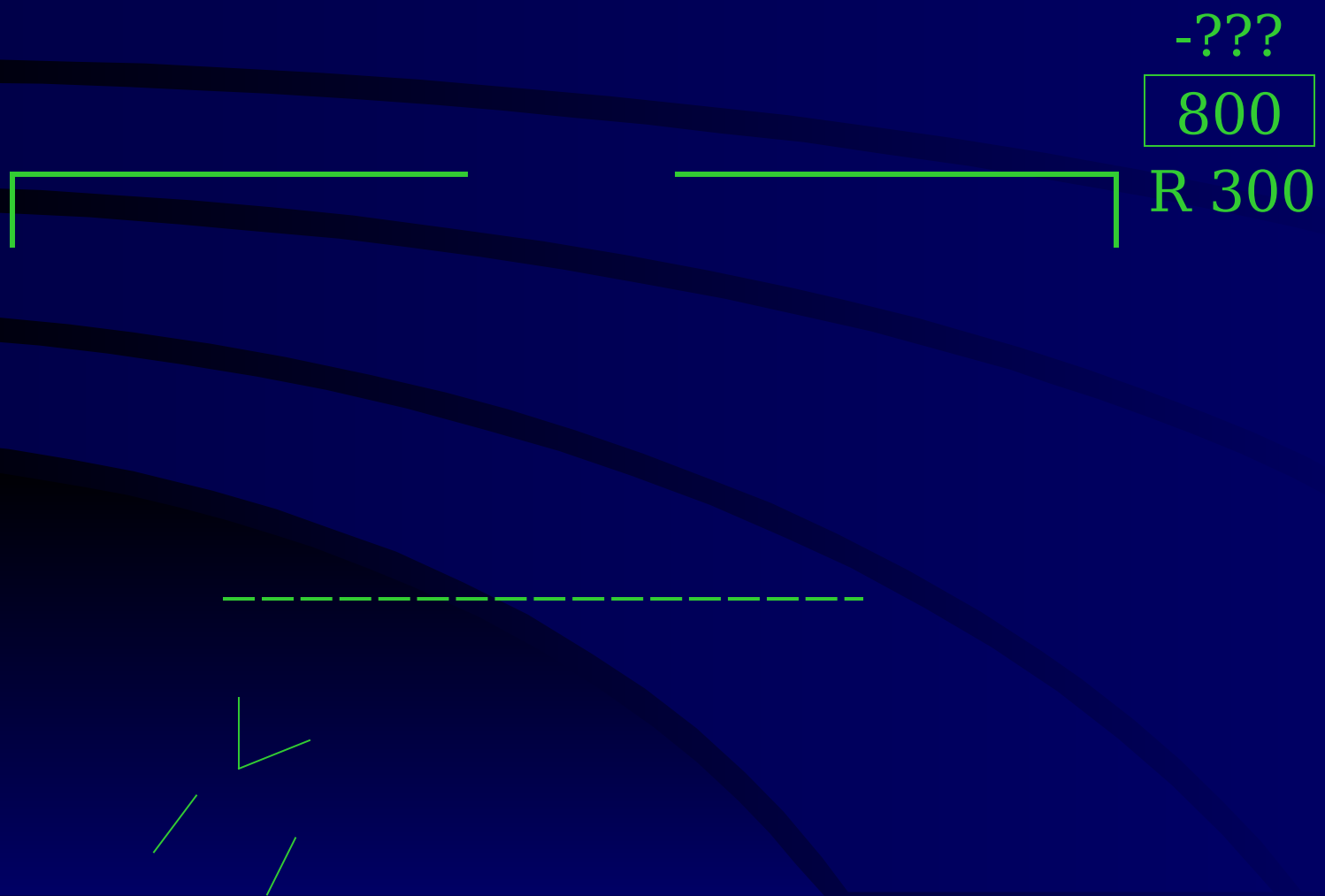
WHATS YOUR VSI??



VV vs VSI

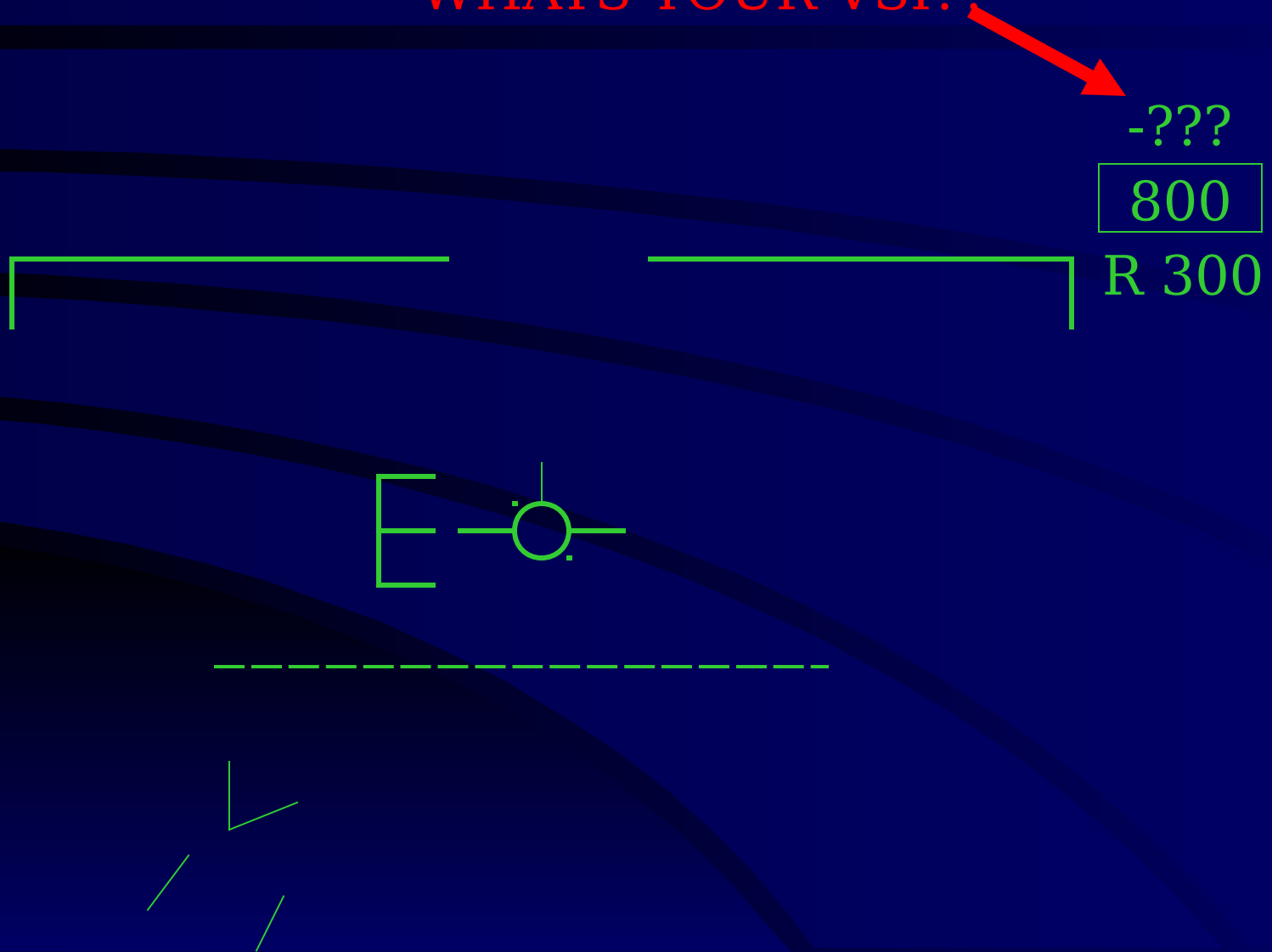


VV vs VSI

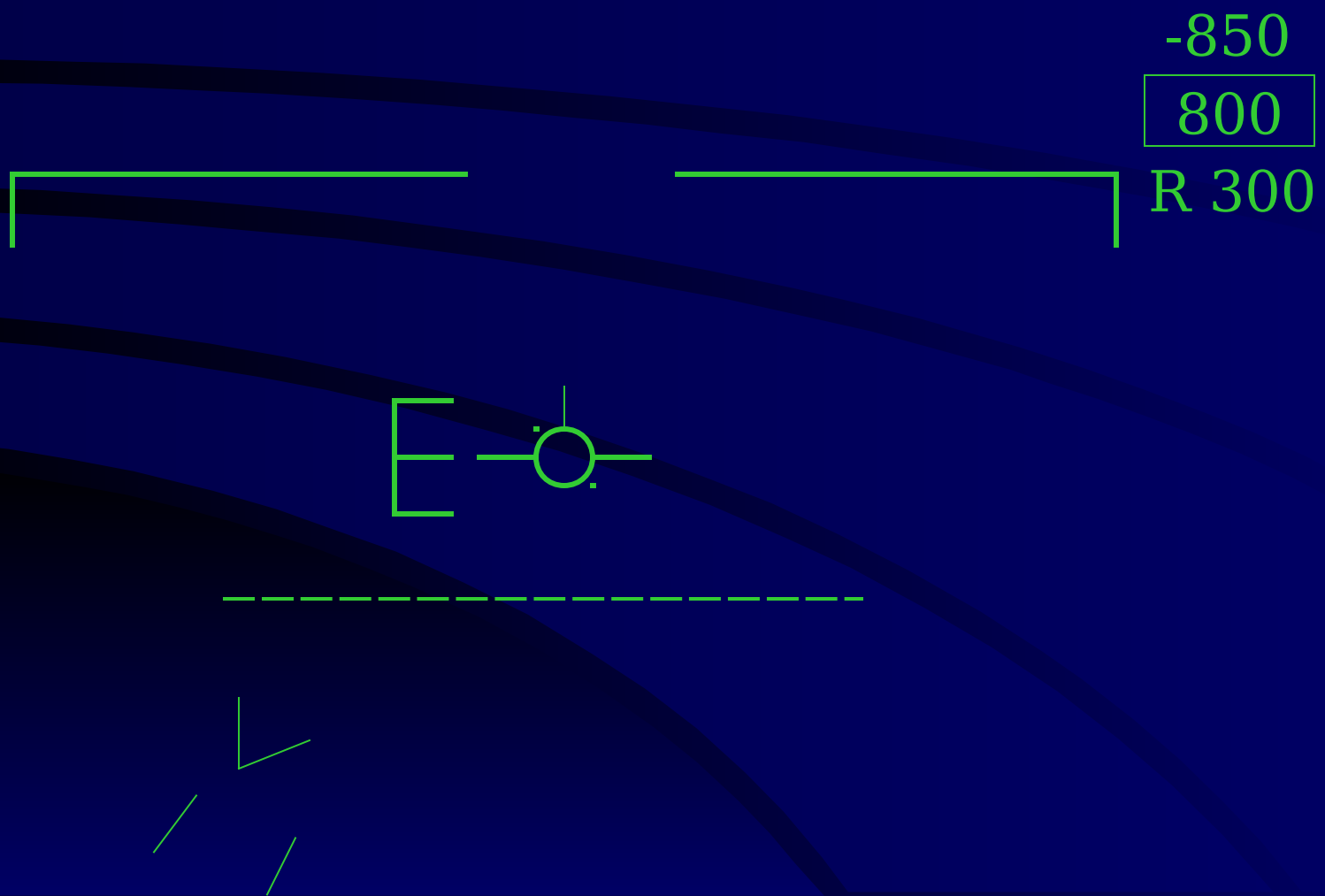


VV vs VSI

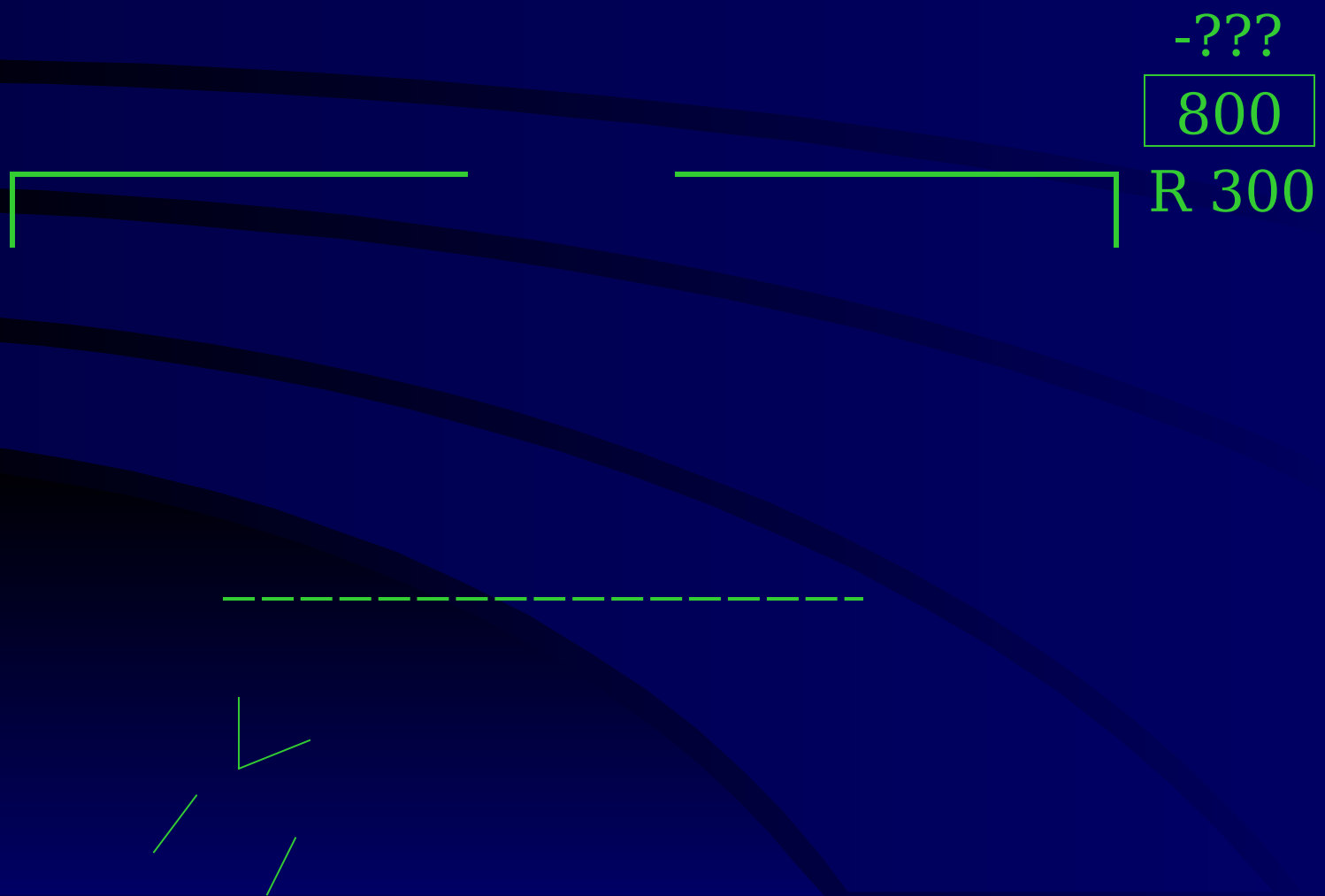
WHATS YOUR VSI??



VV vs VSI

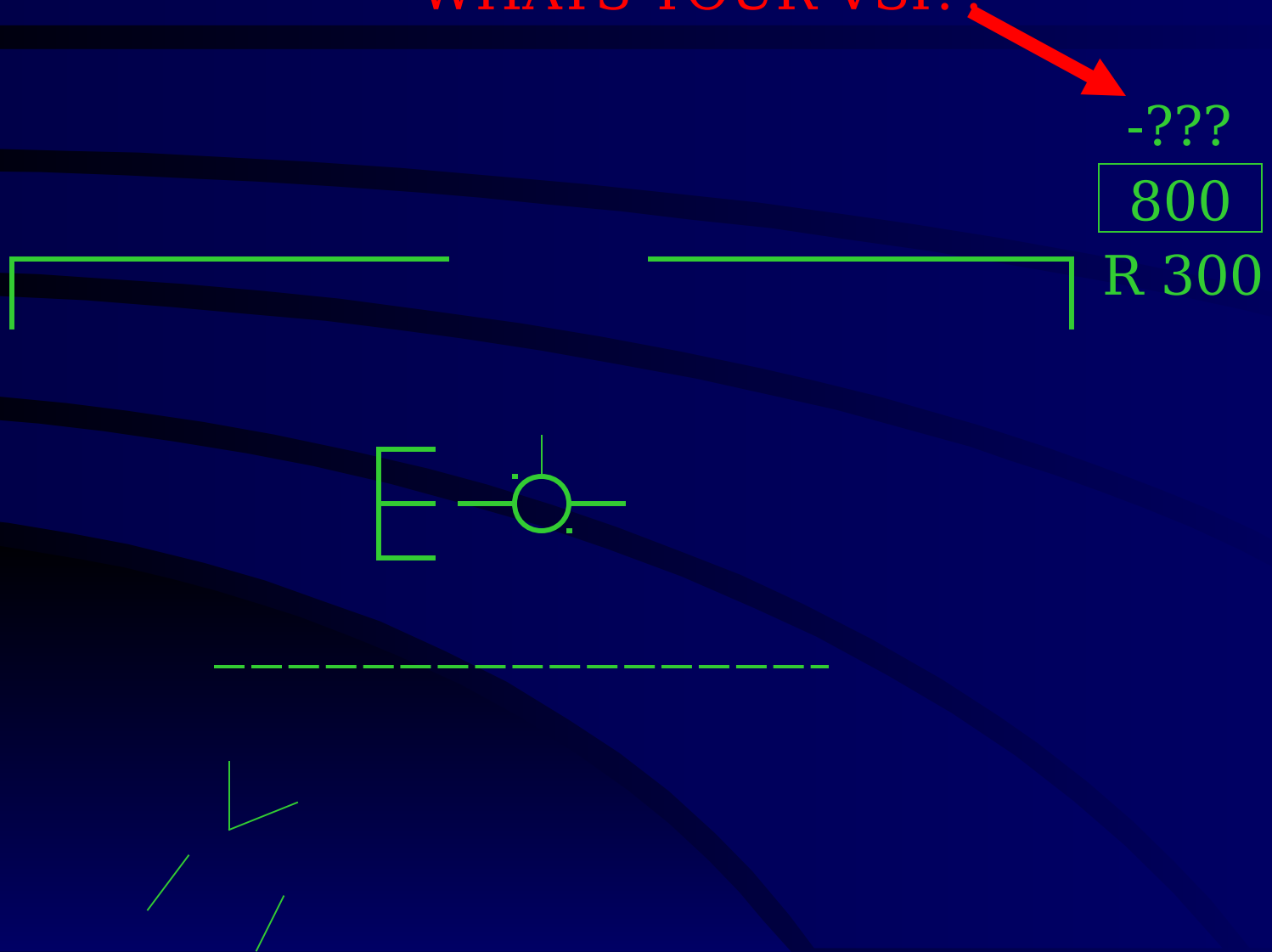


VV vs VSI

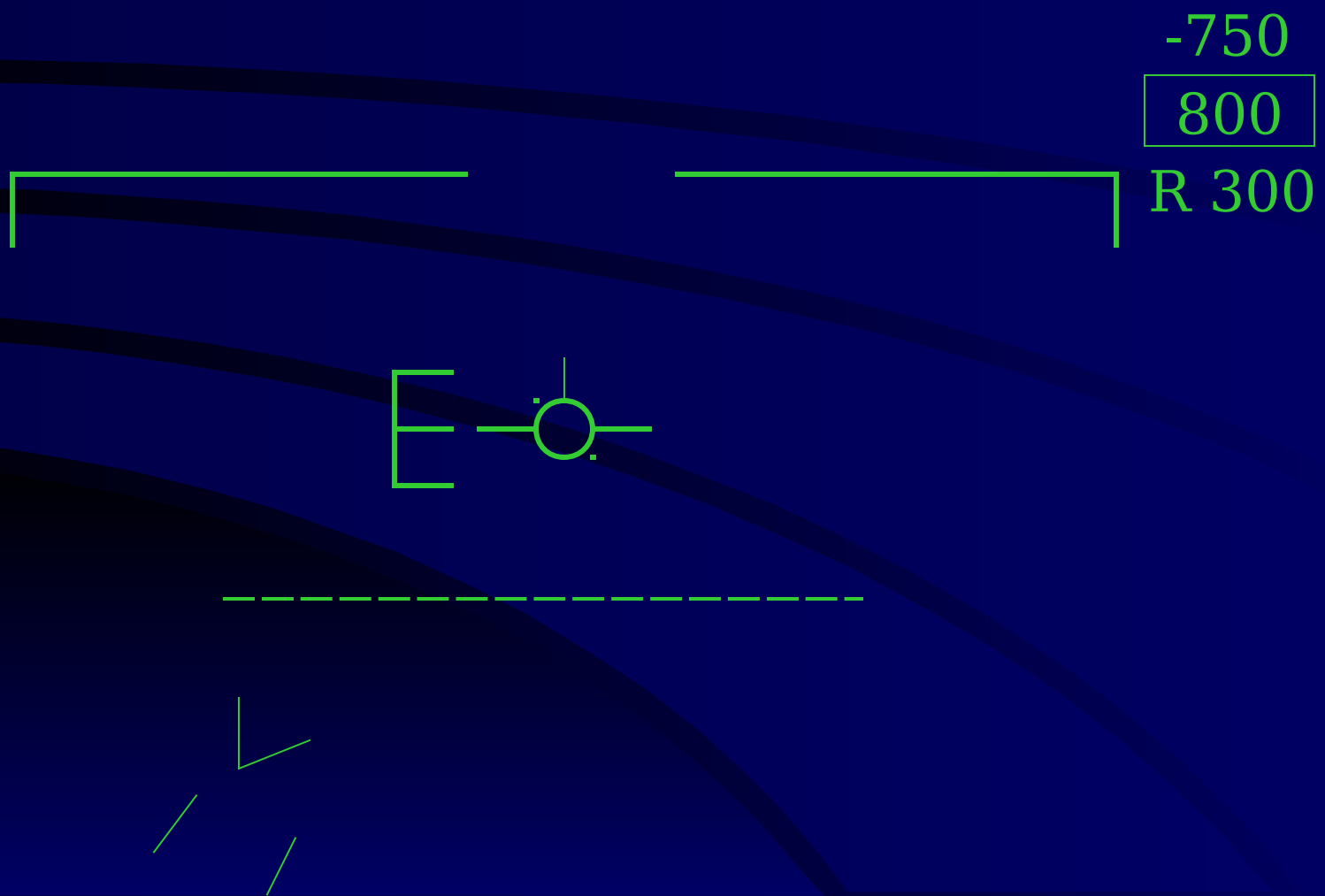


VV vs VSI

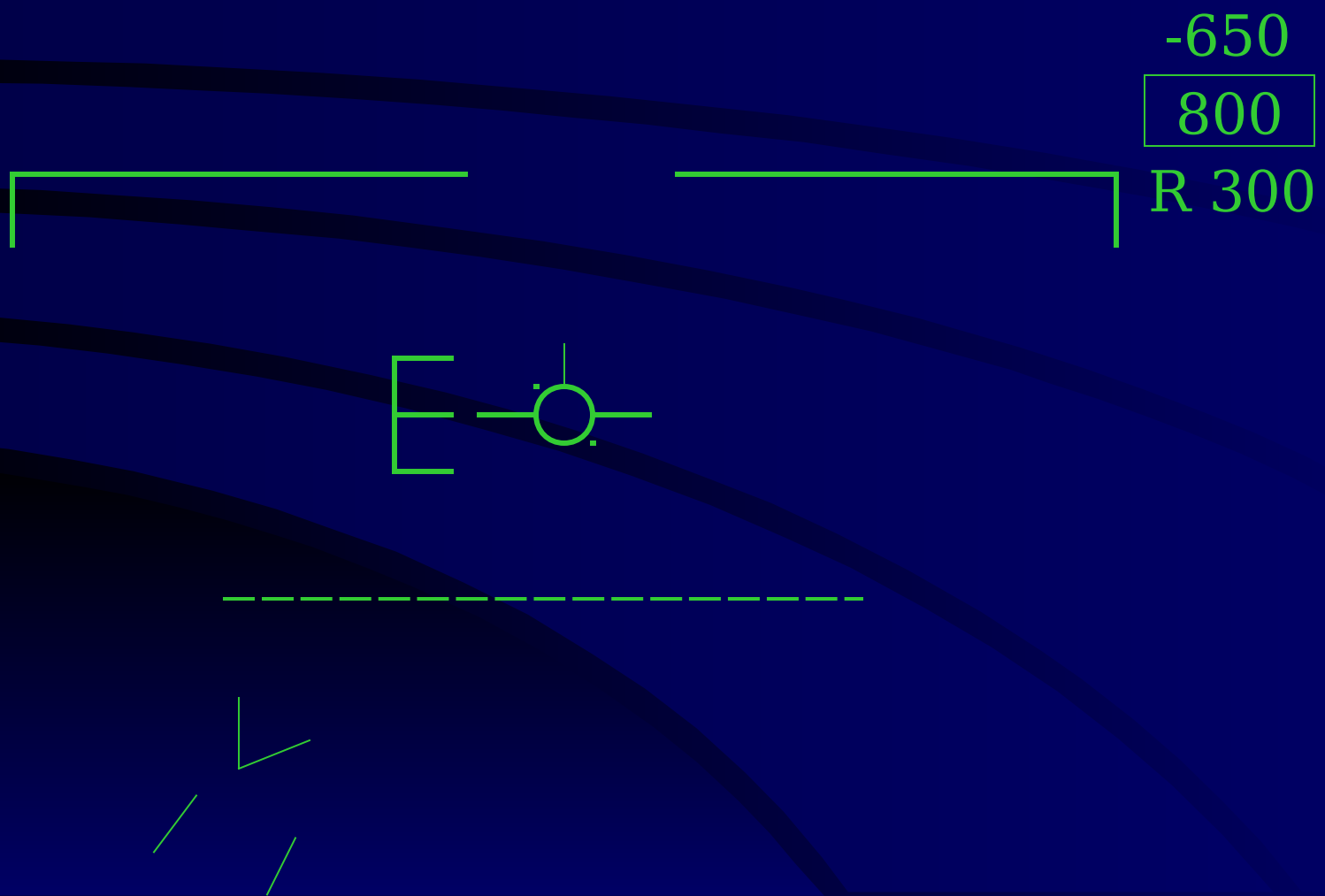
WHATS YOUR VSI??



VV vs VSI



TO SHOW I’M NOT MESSING WITH YOU



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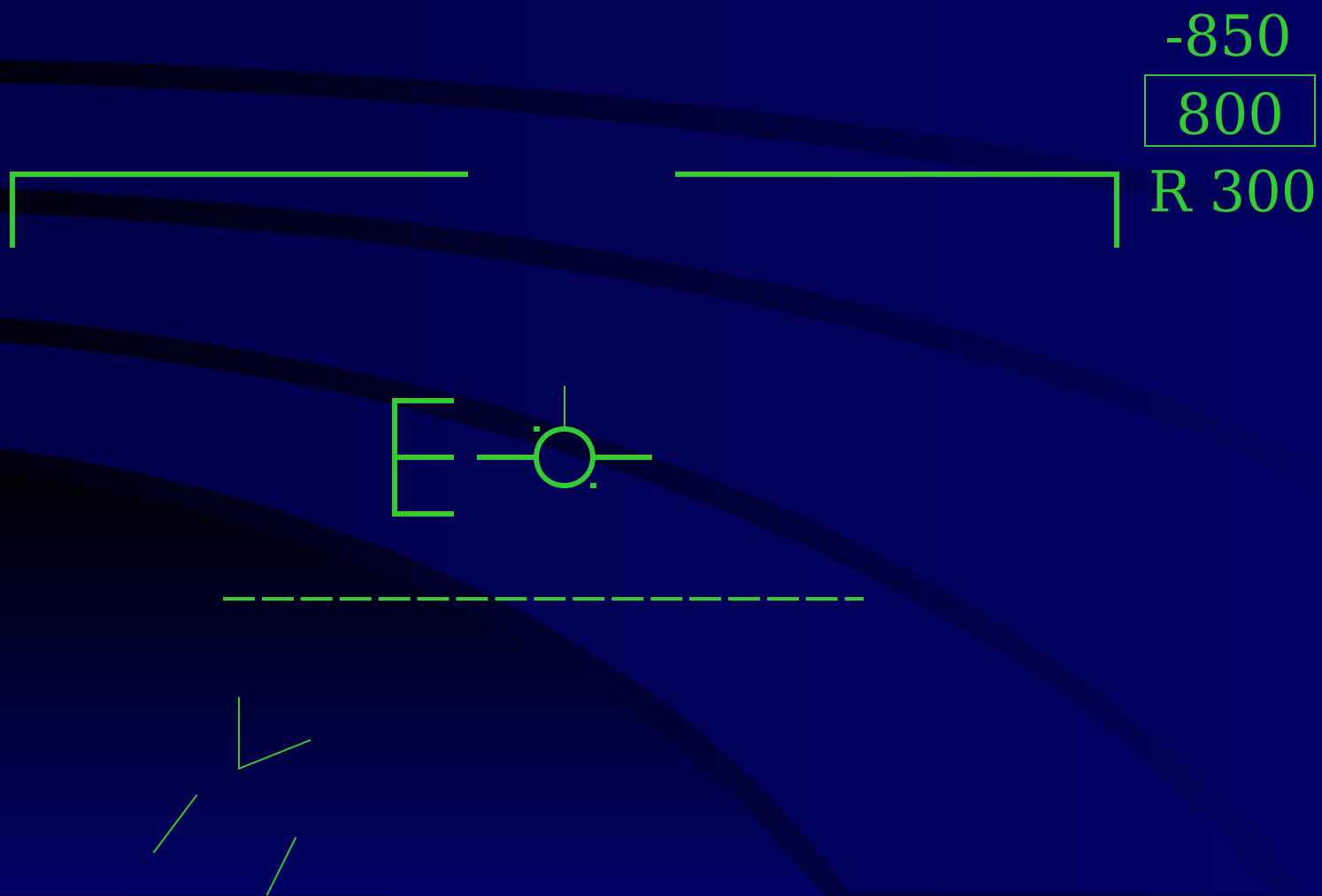

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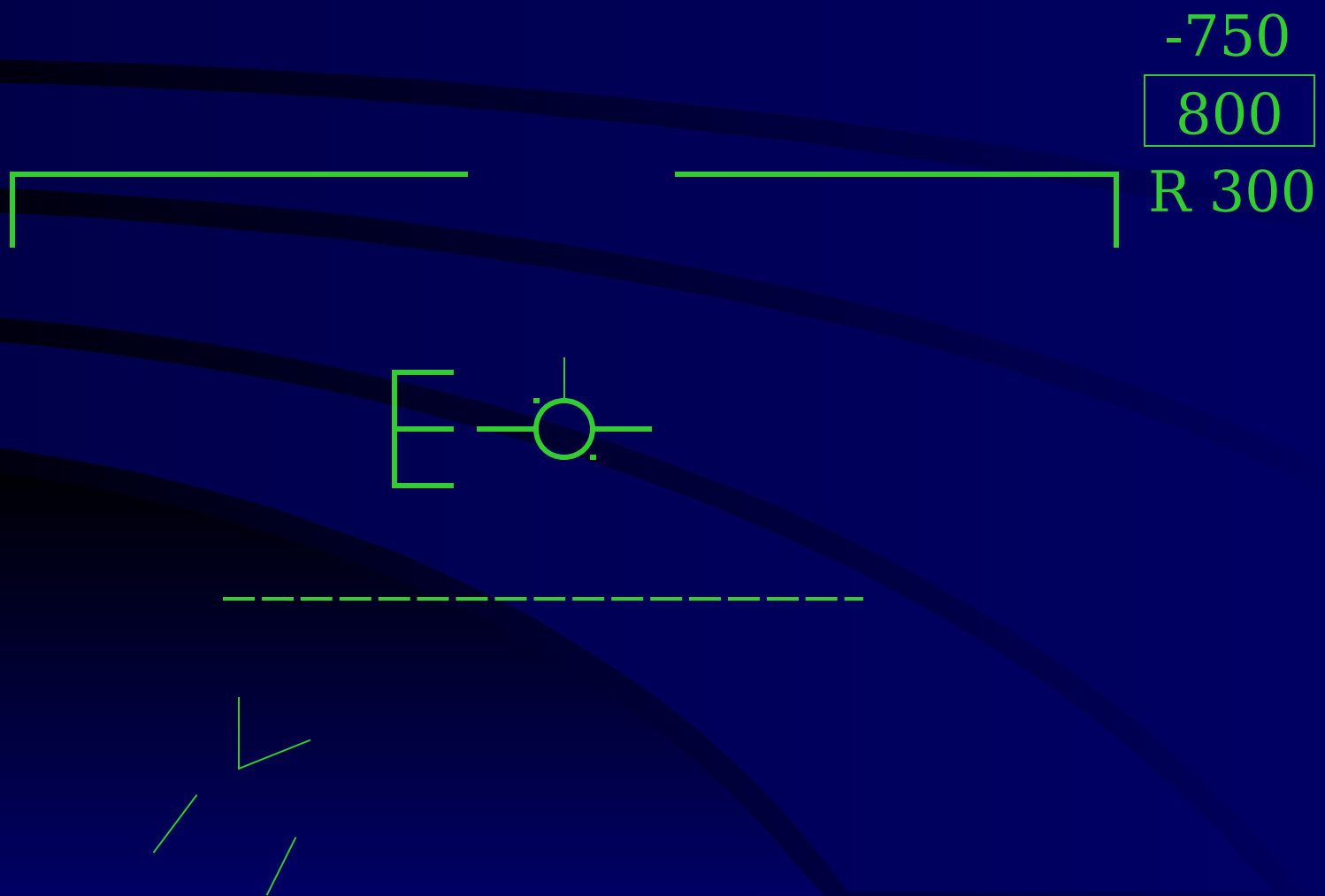


IN THE GROOVE

GLIDESLOPE CONTROL

- 3 PART CORRECTIONS
- DETECTING DEVIATIONS
  - VELOCITY VECTOR INFO vs VSI INFO vs LENS INFO

    - WHICH IS MOST ACURATE??
      - VELOCITY VECTOR INFO - VISUAL REPRESENTATION OF WHERE YOU ARE GOING AT THAT MOMENT. A SNAPSHOT IN TIME
      - VSI – TREND INSTRUMENT. FORTUNE TELLER. GIVES A NUMERICAL REPRESENTATION OF WHERE YOU ARE HEADED AND HOW FAST YOU ARE GOING TO GET THERE.
      - LENS – MOST PRECISE, BUT YOU HAVE TO BE ON SPEED AND ON CENTERLINE (SCAN BIG 3!!!)

IN THE GROOVE

GLIDESLOPE CONTROL (CONTINUED)

- ANTICIPATION vs REACTION
- DO NOT LEAD A LOW OR ACCEPT A LOW BALL
- DO NOT RE-CENTER HIGH BALL IN CLOSE
  - DON’T BE COMFORTABLE WITH HIGH PASSES!

IN THE GROOVE

LINEUP

- DON’T DROP IT OUT OF YOUR SCAN
- MUCH TOUGHER AT CV
- POWER CORRECTIONS

AOA

- DO NOT USE NOSE TO FLY THE BALL
- FIXING A SLOW
- FIXING A FAST
- TRIM

TOUCHDOWN

FLY THE BALL ALL THE WAY TO T/D

- SCAN BALL UNTIL TD!!
- HEAD SHOULDN’T BE FACING DOWN RWY

MRT / BOARDS IN

ROTATE

- DON’T DELAY

PATTERN

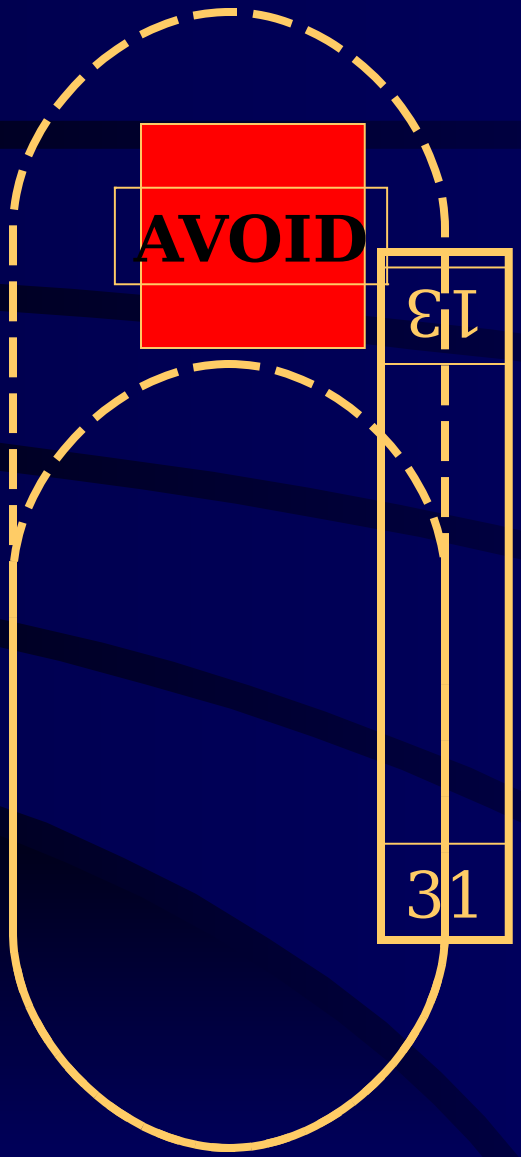
- PILOT CONTROLLED PATTERN
- INTERVAL
  - ~3 SECS PRIOR TO YOUR WINGLINE (9:30)
- CROSSWIND
  - 130 KTS / 30º AOB
  - ADJUST FOR WINDS ON DOWNWIND
  - ALWAYS CHECK YOUR BELLY CLEAR
- LOW VISIBILITY CALLS
  - ONLY IF REQUIRED BY LSO/TOWER AND ALWAYS AT NIGHT
  - “100 TURNING DOWNWIND” OR “100 CROSSWIND”

PATTERN

DOWNWIND

- LANDING CHECKS
- THINK ABOUT YOUR LAST PASS
- QUAL # ABEAM

NOISE ABATEMENT



RESPONSE TO LSO

- WAVEOFF
  - CAN BE VERBAL AND/OR VISUAL
  - MRT / BOARDS IN / ON SPEED
    - DON’T OVERROTATE
  - EXPECT ONE TEST WAVEOFF PER PERIOD
- OWN WAVEOFFS
- LINEUP
  - USE ~10-15º AOB FOR LINEUP CORRECTIONS
  - EXPECT ONE TEST LINEUP PER PERIOD

LSO CALLS

IMPERATIVE vs INFORMATIVE

VOICE INFLECTION

NO COMM ON THE BALL

- UNLESS SAFETY OF FLIGHT IS A FACTOR

DELTA PATTERN

DELTA EASY

- WHEN TOLD TO “DELTA”, ASSUME DELTA EASY
- GEAR/FLAPS DOWN, BOARDS IN, 130 KTS, PATTERN ALTITUDE
- COMM / INTERVAL
- ENTRY FROM THE BREAK OR TAKEOFF
- “CHARLIE”

DELTA PATTERN

DELTA CLEAN

- CLEAN, 200 KTS, WHATEVER ALTITUDE TOWER DICTATES
- COMM / INTERVAL
- ENTRY FROM THE BREAK OR TAKEOFF
- “CHARLIE” / PATTERN RE-ENTRY
- RECOMMENDED WHEN LSO NOT ON STATION
  - FUEL CONSERVATION

FULL STOPS AT NJW

COMM

- LSO: “ROGER BALL, FULL STOP”
- SNA: “WITH THE GEAR”

FULL STOP TO THE CARRIER BOX

- UNLESS OTHERWISE DICTATED BY LSO
- CROSSWIND TECHNIQUE

COMPLETE LANDING ROLL-OUT

- GROUND BTN 10 (355.8)

RTB TO NMM

COMM

- LSO: “ROGER BALL, NEXT TO LAST”
  - SNA ACKNOWLEDGE: “NEXT TO LAST”
- FINAL PASS, LSO: “ROGER BALL, DIVERT”
  - SNA ACKNOWLEDGE: “DIVERT”

CLEARANCE

- GROUND : BTN 10 (355.8)
  - IF UNABLE TO GET CLEARANCE BEFORE THE ABEAM, PICK IT UP FROM TOWER ON THE GO
- MUST RTB VIA IFR CLEARANCE

LOW FUEL STATE

- SNA RESPONSIBLE FOR FUEL MANAGEMENT
  - IF LOW, TACTFULLY INFORM THE LSO

RTB TO NMM

CLIMBOUT

- STAY “DIRTY” UNTIL TOLD TO “EXECUTE ASSIGNED CLIMBOUT” BY TOWER
- ABOVE PATTERN ALTITUDE WHEN #1 UPWIND
- TURN WHEN ABOVE 1500’ MSL

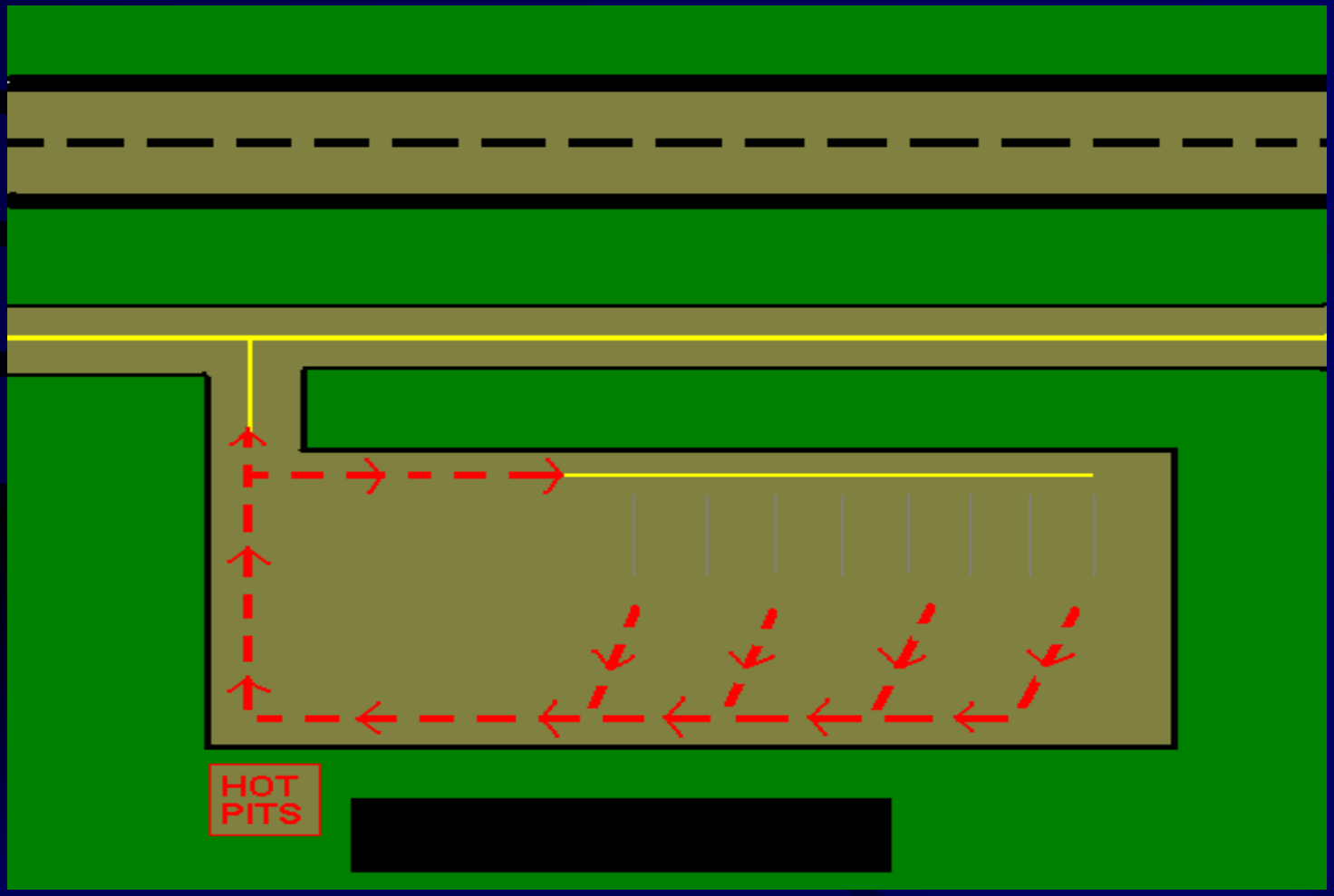
250 KTS ENROUTE

DON’T BOUNCE AT NMM

GROUND PROCEDURES AT NJW

- FULL STOP - IF REQ'D DUE TO WX OR MAINT
  - ALL THE WAY TO THE END
  - TAXI TO EITHER THE HOLDSHORT OR LINE
  - CONTACT GROUND ON BTN 10 (355.8)
- TAXI
  - NO ATIS
  - CONTACT GROUND ON BTN 10 FOR CLEARANCE
- PRIOR TO TAKEOFF
  - CALL UP & READY TO LSO's ON BTN 9 (279.2)
    - "PADDLES, 100 UP & READY, 13.5, Z-1"
  - BE PREPARED FOR SECTION TAKEOFF

NJW Hot Pit/Hot Switch Taxi Routes



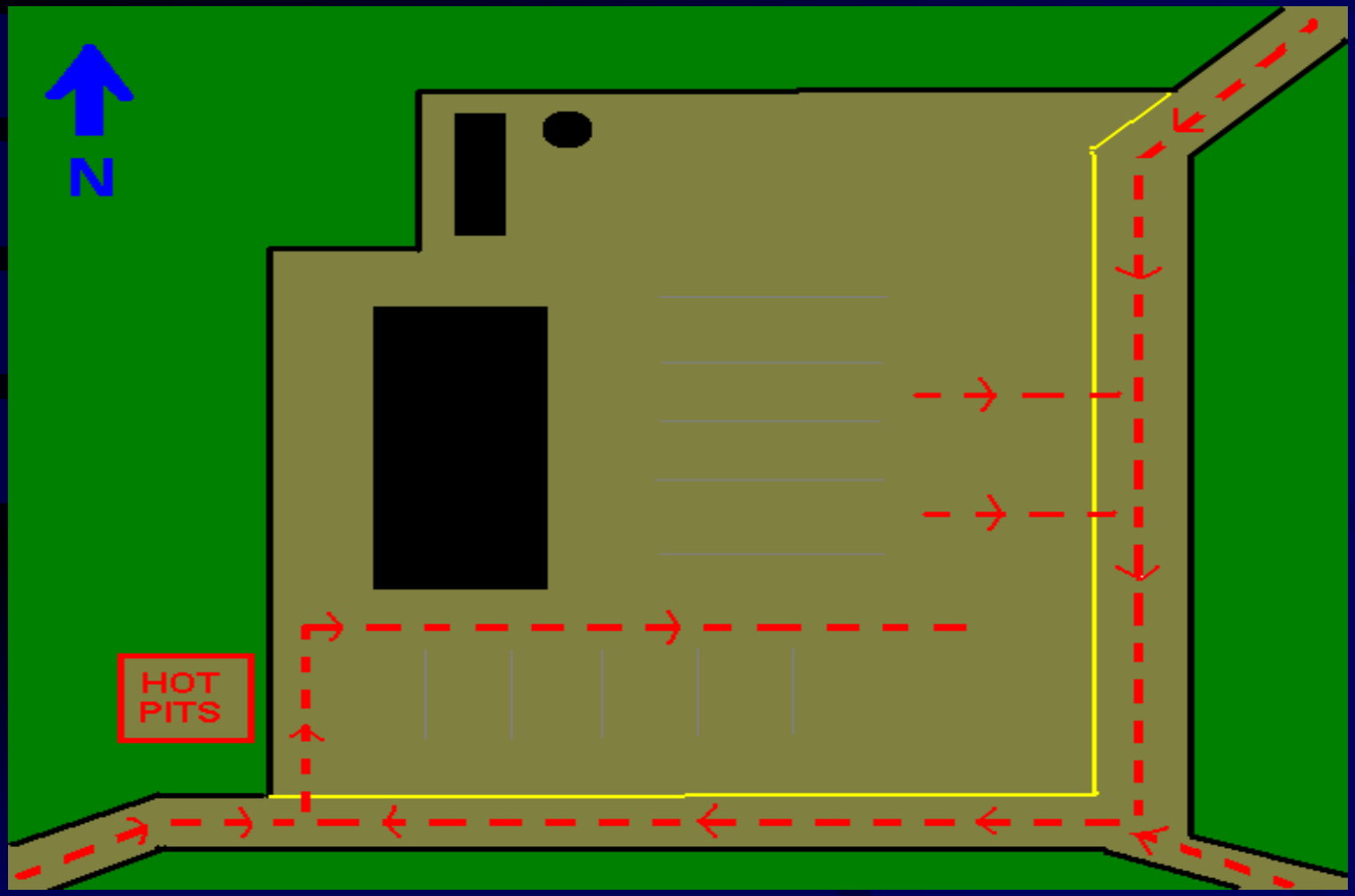
TAKEOFF FROM NJW

- SECTION TAKEOFF
  - 1st A/C TAKE FAR SIDE OF RWY
    - Do MRT Checks when ready
    - You do not have to wait until -2 is in position for MRT CK
  - 2nd A/C WON’T RELEASE BRAKES UNTIL 1st A/C IS AIRBORNE
- AIRBORNE
  - EXPECT TO TURN DOWNWIND
    - FLAPS – FULL / Do LDG Checks!
    - LANDING LIGHT OFF

FCLP’s AT NMM

- CALLSIGN / CLEARANCE
- DEPARTURE / PATTERN ENTRY
  - TOWER DOWNWIND
    - TALK ON BTN 12 AND GET INTVL BEFORE TURNING
- PATTERN
  - BARO ALT AT THE 90 POSITION
    - RWY 1L 700’ / RWY 19L 750’ / RWY 28 750’
- FULL STOP COMM
- MONITOR BASE FOR CONTINGENCIES

NMM Hot Pit/Hot Switch Taxi Routes



NIGHT FCLP

Night FCLP procedurally are no different:

- Preflight paying attention to internal and external lighting
- Ensure you have operable system and RADALT
- Taxi slower and more cautiously
- Review Night FAM procedures
- Will fly to and from NJW
- Night overhead is 60 degrees MAX AOB / 300 KTS
- No Carrier Break
- No lower than 300’ without a ball.
- Strobes lights on
- Call downwind if more than 2.0 miles upwind

EMERGENCIES

ABORTS

NORDO

SYSTEM FAILURES

BIRDSTRIKE / MIDAIR

EJECTION

DOWNED AIRCRAFT

LSO DEBRIEF

- EXPECT ONE AFTER EACH PERIOD
- LSO IS ALWAYS RIGHT
  - IF THE LSO SAYS YOU WERE HIGH - YOU WERE HIGH!
- GRADES
  - SIGNIFICANCE (OR INSIGNIFICANCE)
  - TRENDS ARE THE KEY
  - DID I MENTION: LSO IS ALWAYS RIGHT
- ASK QUESTIONS
  - THERE SHOULD BE NO DOUBT WHAT THE LSO EXPECTS OF YOU FOR THE NEXT PERIOD

SNA RESPONSIBILITIES

TRACKING CQ EVENTS

- IF YOU FALL BEHIND, ENSURE LSO IS AWARE
- KNOW WHICH EVENT YOU SHOULD BE FLYING EACH DAY, IF NOT SCHEDULED CORRECTLY INFORM LSO

YELLOWSHEETS

- ENSURE THAT YOU FILL ONE OUT AFTER EACH PERIOD
- CORRECT CODES FOR DAY AND NIGHT
- CORRECT EVENT FOR THAT BOUNCE

CREW REST

FCLP SUMMARY / TREND ANALYSIS SHEETS

CATS AND DOGS

EYEBALL CALIBRATIONS

FINES

- $0.25 EACH INFRACTION FOR FCLP-2X
- DOUBLES EACH PERIOD
  - $0.50 FOR FCLP-3
  - $1.00 FOR FCLP-4
  - $2.00 FOR FCLP-5
  - $4.00 FOR FCLP-6
  - $8.00 FOR FCLP-7
  - $16.00 FOR FCLP-8X

QUESTIONS ??